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## TORONTO INTERNATIONAL AIRPORT

## GROUND TRANSPORTATION REVIEW

## SITES E &amp; F

## PROVINCE OF ONTARIO



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TORONTO INTERNATIONAL AIRPORT

The investigation carried out by the Planning Division on the two proposed sites for the new Toronto International Airport concentrated on three areas:

- (1) Affect on existing and proposed transportation facilities
- (2) Access problems
- (3) Environmental impacts

As requested, only a cursory analysis was carried out to identify obvious problems and constraints. It is understood that an in-depth study involving system development feasibility studies, etc., will be required at a later date.

(1) Affect on Existing and proposed Highway plans

Northeast Site

The proposed site to the northeast of Metro will require the relocation of a section of Highway 7. The relocation will not be critical if it is kept to a minimum, thereby not disrupting the collector function of this facility.

A major problem in this area of Metro is providing adequate transportation in a north-south direction to serve the recreation areas. This site will undoubtedly require the closing of sections of Brock Road and the York Ontario County Boundary Road. This will have a



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pronounced affect on the capacity of the corridor as both are major facilities. The relocation of these roads must be an essential part of the plans for this site to maintain north-south capacities. To augment the existing north-south facilities, the Ministry of Transportation and Communications has proposed a new facility called the East Metro Freeway which would run from the north-east corner of Metro Toronto around the east side of Lake Simcoe and join into Highway 11 around Gravenhurst.

Preliminary thoughts would have this facility passing through the airport site. Only detailed studies could fully assess if more easterly alignments are equally satisfactory.

#### Southwest Site

The proposed southwest site sits astride Highways 8 and 52. Highway 52 is a collector facility, providing access for local traffic and hence relocation could be co-ordinated with land development. Highway 8 on the other hand, is a very important link in the Provincial system, forming a portion of a major arterial between Hamilton and the Sauble Beach recreation area (via Kitchener-Waterloo), hence relocation would require complete re-planning. In this case, a northerly shift of the airport site about our concession would be desirable. Transportation problems in this area are not





nearly as severe as to the northeast of Metro. Without a detailed analysis it is impossible to assess how these sites may be isolating the small communities from essential services, even though major problems are not apparent.

(2) Access Problems

Northeast Site

- (a) East-west facilities are provided by 401 and 407, both of which will ultimately be C-D type systems. There is no provision for transit in the median of Hwy. 401 although protection is being made in Hwy. 407. The location of Hwy. 407 has not yet been defined but the alignment as originally proposed by M.T.C. would offer closer access to the airport than a line shifted further to the south to fit the "Parkway Belt". In any case, the Parkway Belt would have to be revised if this location is chosen for the airport.
- (b) The E.M.F. - a north south freeway at the east end of Toronto is presently being investigated, but has not proceeded to a point where an alignment has been defined. It will probably be possible to design the highway to provide service to the airport in addition to fulfilling its originally





anticipated service. The original southern terminal was at Highway 401 east of Highway 48; due to various constraints it may not be possible to locate here, but rather at some point between 2A and Brock Road. If this is so, it may be that access would have to be provided to the east side of the airport.

The initial consideration for the E.M.F. has been for a 6-lane freeway, but this could be easily modified to allow for a C-D scheme with mass transit provision. Mass transit in the E.M.F. could possibly connect with either the 407 or could be connected with a route along the H.E.P.C. right-of-way which leads to Leaside, (downtown Toronto).

In summary, this site can probably be readily serviced by both freeway and transit service, with facilities presently being planned in this area.

#### Southwest Site

- (a) Primary access to the airport site could be accommodated via a link to Highway 403 west of Ancaster. A more direct route to Hamilton would cross the Dundas Valley, but because of the unique features of this area, i.e., Conservation Parks, etc., a major vehicular transportation facility in this



corridor is not considered feasible. Since there is no provision for rapid transit within or adjacent to Highway 403 in the Hamilton area, a separate right-of-way must be utilized. Another crossing of the Niagara Escarpment would be resisted, therefore, the existing C.N.R. line through Dundas seems to offer the best alternative. A 5 ± mile N-S connection from the present line to the airport site would be required.

- (b) Brantford would also be served by the 403 linkage and access from the Kitchener-Waterloo-Galt areas (Secondary Access Point) could likely be accomplished by upgrading of the present Highways 8 and 97. A more direct route to Guelph via Highway 52 and Wellington County Road 35 may be required.



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